

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE  
BOARD OF PATENT APPEALS AND INTERFERENCES**

Applicants : Thorsten OTT et al.  
Serial No. : 09/586,214  
Filing Date : June 2, 2000  
For : METHOD AND DEVICE FOR CONTROLLING VEHICLE  
SPEED DURING DESCENT  
Examiner : Olga HERNANDEZ  
Art Unit : 3661  
Confirmation No. : 8054

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Date: 5/30, 2003 Reg. No. 36,197

Signature:   
Jong H. Lee

**APPENDIX TO APPELLANTS APPEAL BRIEF  
UNDER 37 C.F.R. § 1.192**

S I R :

The claims involved in this appeal, claims 1, 2 and 8, in their  
current form after entry of all amendments presented during the course of  
prosecution, are set forth below:

**APPEALED CLAIMS:**

1. A method for controlling a vehicle, comprising the steps of:  
determining an actual speed of the vehicle;

predefining a setpoint speed;  
detecting whether the vehicle is traveling on a descent;  
calculating at least one manipulated variable based on the actual speed and the setpoint speed only when the vehicle is detected as traveling on the descent; and

influencing the actual speed of the vehicle on the basis of the at least one manipulated variable.

2. The method according to claim 1, wherein:

the at least one manipulated variable is calculated only when one of a switch and a button is activated.

8. A device for controlling a vehicle, comprising:

a control device for receiving a signal indicating an actual speed of the vehicle;

a memory in which a setpoint speed is predefined; and

an output arrangement via which a manipulated variable that influences the actual speed of the vehicle is output based on the actual speed and the setpoint speed in order to influence the actual speed of the vehicle;

wherein the control device includes an enabling arrangement for enabling only the manipulated variable to be calculated and output, respectively, if a descent of the vehicle has been detected; and

wherein the control device includes an arrangement for detecting  
the descent of the vehicle.

Respectfully submitted,

KENYON & KENYON

Dated: 5/30, 2003

By: for Richard L. Mayer (by Richard L. Mayer)  
Richard L. Mayer  
Reg. No. 22,490  
*R. No. 36,197)*  
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